

DESCRIPTION

Motor Driving Apparatus, Driving Method Thereof and
Mobile Terminal

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Technical Field

The present invention relates to a motor driving apparatus, a driving method thereof and a mobile terminal typified by a mobile phone, and more particularly, to a
10 motor driving apparatus of a so-called sensorless system having no position detection sensor for detecting a movement position of a rotor, a driving method thereof and a mobile terminal mounted with the driving apparatus.

15 Background Art

Conventionally, as a brushless motor driving apparatus of a sensorless system, there has been known a configuration that, for a duration of a rated operation, compares a back electromotive force generated in a non-
20 drive conditioned motor coil phase with a neutral voltage of star-connected three-phase motor coils, waits (a zero-cross detection) for a time that a polarity determined by the comparison is inverted, and, with the polarity-inverted time as a rotor position detection signal, and
25 further after an addition of an appropriately set delay time, performs a transition to a next driving condition (See Japanese Patent Application Publication Laid-open No. HEI 9-47078, for instance). This brushless motor driving apparatus is operative, at a starting time of the motor,
30 to start the motor by switching a driving phase forcibly with no rotor position detected by a synchronizing signal

obtained from a driving apparatus-side oscillator in a period from a start to a low speed region.

However, the brushless motor driving apparatus according to the related art of the above configuration requires that a sensing be performed continuously until a zero-cross signal indicating an inversion of the polarity determined by the comparison between a detected value of the back electromotive force and the neutral voltage is obtained, so that there is no denying a weakness to an external noise in a period before the zero-cross signal is obtained. Further, the above period necessitates a suppression of noise generation and hardly changes an output driving condition so that a performance such as an efficient change of a driving duty with a load amount is also hardly increased.

Further, no generation of the back electromotive force at the starting time leads to a need for a dedicated starting circuit, and, in addition to this circuit, back electromotive force detection amplifiers equivalent in number to phases, and some function circuits such as an offset correction circuit for the above amplifiers, a noise removal circuit and a driving phase correction circuit are also required. Accordingly, a circuit configuration is easily complicated as a whole of the apparatus. This means that a power saving, a cost reduction and a downsizing of the brushless motor driving apparatus are hardly achieved.

Furthermore, there is also the need for a connection to extract the neutral voltage, so that in the case of the three-phase motor, for instance, the number of connections to connect the coils to the driving

apparatus basically comes to four. When the driving apparatus is integrated into a motor apparatus, the smaller number of connections increases a degree of freedom of a circuit arrangement. In the brushless motor driving apparatus according to the related art, an attempt to carry out three connections, when being made, raises problems such as a degraded driving efficiency and a degraded operation stability caused by an addition of the correction circuit for correcting a zero-cross detection error or an acceptance of the detection error as it is. Thus, a use of the four connections is supposed to be indispensable, resulting in a restriction on the degree of freedom of the circuit arrangement when the driving apparatus is integrated into the motor apparatus.

The present invention has been made in view of the above problems and is intended to provide a motor driving apparatus, which may perform a stable driving for revolutions with a relatively simple circuit configuration without being affected by an external noise, enables a low power consumption, a downsizing and a cost reduction to be achieved, and besides, ensures a high degree of freedom of a circuit arrangement, a driving method thereof and a mobile terminal mounted with the driving apparatus.

Disclosure of the Invention

To attain the above object, the present invention employs, in a driving apparatus of a single-phase or a multiple-phase motor having a rotor provided with a magnet and a stator provided with one or more driving

coils, a configuration that, in a process of a transition to a rated operation mode or after the transition to the rated operation mode, detects a value of a back electromotive force generated in driving coils, detects a
5 phase error by comparing a last detected value with a present detected value on the same phase, and controls, depending on a result of the comparison, a frequency of a synchronizing reference signal specified as a basic operating time unit or a power-supply voltage supplied to
10 a drive output unit of the driving coils. In a mobile terminal typified by a mobile phone mounted with a vibrating motor to sense a reception by a vibrator, the motor driving apparatus is used as a motor driving apparatus for driving the vibrating motor.

15 In the motor driving apparatus of the above configuration or the mobile terminal mounted with the driving apparatus, when detecting the back electromotive force generated in the driving coils, a zero-cross detection of the back electromotive force is not
20 performed, but the back electromotive force value (level) itself is compared with a back electromotive force value of the same phase in a last condition, and the frequency of the synchronizing reference signal is changed to an appropriate frequency depending on the result of the
25 comparison, that is, the frequency of the synchronizing reference signal is controlled so as to eliminate the phase error. Hereby, a synchronous operation is conditioned to be stable before the rotor of the motor causes a step out from the synchronous operation.

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Brief Description of the Drawings

FIG. 1 is a block diagram showing an instance of a configuration of a brushless motor driving apparatus according to a first embodiment of the present invention.

FIG. 2A is a view showing each terminal voltage waveform of a U phase, FIG. 2B is a view showing each terminal voltage waveform of a V phase, FIG. 2C is a view showing each terminal voltage waveform of a W phase, and FIG. 2D is a view showing a timing relation of terminal voltage detecting positions (detecting points) of all the phases.

FIG. 3 is a waveform diagram showing a terminal voltage waveform of a certain phase (an X phase) in a stable synchronous condition, together with voltage values at the detecting points.

FIG. 4 is a block diagram showing an instance of a configuration of a brushless motor driving apparatus according to a second embodiment of the present invention.

FIG. 5 is a block diagram showing an instance of a configuration of an RF front-end unit in a mobile phone according to the present invention.

Best Modes for Implementing the Invention

Embodiments of the present invention are hereinafter described in detail with reference to the accompanying drawings.

[First embodiment]

FIG. 1 is a block diagram showing an instance of a configuration of a brushless motor driving apparatus according to a first embodiment of the present invention. In the present embodiment, a three-phase DC brushless motor 10 having a rotor provided with a magnet and a

stator provided with three-phase driving coils U, V and W, for instance, is applied to an object of driving.

However, the object of driving is not limited to the three-phase DC brushless motor, and the brushless motor
5 driving apparatus according to the present embodiment is also applicable to drive a multiple-phase or a single-phase DC brushless motor other than the three-phase DC brushless motor.

As is obvious from FIG. 1, the brushless motor
10 driving apparatus according to the first embodiment has, as basic elements, a synchronizing reference signal generation unit 11, a driving control unit 12, a drive output unit 13, a terminal voltage detection unit 14, a terminal voltage holding unit 15, an operation period
15 setting unit 16 and a synchronous control unit 17, is used in an IC-implemented condition, for instance, and is equipped with at least five terminals 21 to 25. The terminals 21, 22 and 23 are connected respectively to each one end of the three-phase driving coils U, V and W
20 of the brushless motor 10.

Also, the terminal 24 is connected to a protection apparatus 31, and the terminal 25 is connected to an alarm apparatus 32. Here, the protection apparatus 31 performs, when an abnormal condition such as step out
25 from a synchronous operation of the rotor of the brushless motor 10 occurred, a protection processing to disconnect power, for instance. By the way, the alarm apparatus 32 gives an alarm etc. to alert a user to the effect that an activation of the protection apparatus 31
30 due to an occurrence of the abnormal condition results in a stopped condition of the motor 10. Incidentally, for

the protection apparatus 31, an IC-integrated configuration is also available.

The synchronizing reference signal generation unit 11 has a reference voltage source 111 with a voltage value being variable, and a V/F converter 112 for converting a synchronizing reference voltage value (V) supplied from the reference voltage source 111 into a frequency (F), and generates, depending on the synchronizing reference voltage value supplied from the reference voltage source 111, a synchronizing reference signal specified as a basic operating time unit in the case of a synchronous driving. The generated synchronizing reference signal is supplied to the driving control unit 12. The driving control unit 12 comprises a pre-driver 121, and controls an energizing to the driving coils U, V and W of the brushless motor 10 depending on the synchronizing reference signal generated by the synchronizing reference signal generation unit 11 and various timing signals supplied from the operation period setting unit 16.

The drive output unit 13 has PMOS transistors Qp11, Qp12 and Qp13 connected between a first power source, that is, a positive power source Vcc and the terminals 21, 22 and 23, and NMOS transistors Qn11, Qn12 and Qn13 connected between the terminals 21, 22 and 23 and a second power source, that is, a ground (GND), and supplies a drive current to the three-phase driving coils U, V and W through the terminals 21, 22 and 23 under driving control of the driving control unit 12. Incidentally, diodes D11 to D16 for absorbing a back electromotive force are connected between the positive

power source Vcc and the terminals 21, 22 and 23 and between the terminals 21, 22 and 23 and the ground.

The terminal voltage detection unit 14 has three detection amplifiers 141, 142 and 143 provided in
5 correspondence to the three-phase driving coils U, V and W, and detects voltage values (terminal voltage values) generated in the terminals 21, 22 and 23. In the terminals 21, 22 and 23, the voltage values meeting levels of the back electromotive force generated in the
10 three-phase driving coils U, V and W are generated when the rotor of the motor 10 is revolving. The terminal voltage values detected by the terminal voltage detection unit 14 are supplied to the terminal voltage holding unit 15 and the synchronous control unit 17.

15 The terminal voltage holding unit 15 is composed of holding circuits 151, 152 and 153 for holding positive-side detected voltage values obtained by the detection amplifiers 141, 142 and 143, holding circuits 154, 155 and 156 for holding negative-side detected voltage values,
20 and selection circuits 157, 158 and 159 for selecting either of the positive-side and the negative-side detected voltage values (the held voltage values) held in these holding circuits. Here, a holding timing of the holding circuits 151 to 156 and a selection timing of the
25 selection circuits 157 to 159 are determined by the timing signals supplied from the operation period setting unit 16.

The operation period setting unit 16 is composed of a counter for counting the synchronizing reference signal
30 generated by the synchronizing reference signal generation unit 11 and a timing generation circuit for

generating various timing signals depending on a count value of the counter, and supplies the generated timing signals to the driving control unit 12, the terminal voltage holding unit 15 and the synchronous control unit 5 17, respectively. Here, the timing signal supplied to the driving control unit 12 sets a period that at least one phase of the driving coils U, V and W is conditioned to be non-drive. The timing signal supplied to the terminal voltage holding unit 15 sets a period that the 10 terminal voltage holding unit 15 is conditioned to be operative during the period that at least one phase is non-drive.

Incidentally, while the present embodiment employs a configuration that sets the holding timing of the 15 holding circuits 151 to 156 by the timing signals supplied from the operation period setting unit 16, each voltage value detected by the detection amplifiers 141, 142 and 143 is sure to be temporarily held in the holding circuits 151 to 156, so that the holding timing of the 20 holding circuits 151 to 156 may be referred to, in other words, as a period (a terminal voltage value detecting period) that the detection amplifiers 141, 142 and 143 are conditioned to be operative. Thus, it may be also stated that setting of the period that the detection 25 amplifiers 141, 142 and 143 are conditioned to be operative is performed using the timing signals supplied from the operation period setting unit 16.

Further, while the present embodiment also employs a configuration that has two systems of the holding 30 circuits to hold the positive-side and the negative-side detected voltage values, it is not always necessary to

provide the two systems of the holding circuits, and either of the two systems is also available as the holding circuits. However, the use of the two systems of the holding circuits allows the detecting points of the terminal voltage value to be doubled, so that phase
5 detection accuracy may be increased more than that in the case where one system is used.

The synchronous control unit 17 is composed of three difference circuits 171, 172 and 173 provided in
10 correspondence to the three-phase driving coils U, V and W, a reference voltage source 174, three comparators 175, 176 and 177 provided in correspondence to the three-phase driving coils U, V and W, and a control circuit 178. The difference circuits 171, 172 and 173 calculate
15 differences between the detected voltage values directly supplied from the detection amplifiers 141, 142 and 143 of the terminal voltage detection unit 14 and the voltage values held in the holding circuits 151, 152 and 153 or the holding circuits 154, 155 and 156 of the terminal
20 voltage holding unit 15 and supplied through the selection circuits 157, 158 and 159, and output the calculated difference voltage values.

The reference voltage source 174 sets a reference voltage value applied to determine a rated rotational
25 speed (a rated speed) of the motor 10. This voltage value is supposed to be variable. The comparators 175, 176 and 177 compare, using the reference voltage value set by the reference voltage source 174 as a difference reference value, the difference reference value with each
30 difference voltage value obtained by the difference circuits 171, 172 and 173, and supply, to the control

circuit 178, the reference voltage value as it is when the comparison results in 0, that is, in the absence of an error, or a voltage value obtained by adding or subtracting an error factor to or from the reference
5 voltage value in the presence of the error.

The control circuit 178 controls such that the synchronous operation is conditioned to be stable before the rotor of the motor 10 causes step out from the synchronous operation, by controlling (correcting) the
10 synchronizing reference voltage value of the reference voltage source 111 in the synchronizing reference signal generation unit 11 depending on the result of each comparison by the comparators 175, 176 and 177 to change, to the appropriate frequency, the synchronizing reference
15 signal specified as the basic operating unit time in the case of the synchronous driving, and also drives the protection apparatus 31 and the alarm apparatus 32 by outputting an abnormality detection signal through the terminals 24 and 25 when the occurrence of the abnormal
20 condition such as the step out was detected on the basis of the result of each comparison by the comparators 175, 176 and 177.

The control circuit 178 further corrects, when a speed difference of an operating speed of the rotor from
25 an arbitrarily determined rated synchronous speed is caused, the reference voltage value (the difference reference value) of the reference voltage source 174 depending on the speed difference. Specifically, setting of the reference voltage value is performed so as to
30 bring about a higher sensitivity in a high rotational speed region. Hereby, a more increased accuracy of the

synchronous operation control may be achieved.

A circuit operation of the brushless motor driving apparatus of sensorless system according to the first embodiment of the above configuration is now described.

5 In the brushless motor driving apparatus according to the present embodiment, a brushless motor such as a fan motor and a vibrating motor with relatively small load variations is applied to the object of driving.

When driving the motor with the relatively small
10 load variations, there is no need for phasing, so that the motor is supposed to perform an operating action in a correct phase relation only by generating a drive waveform at an optimum driving frequency for the driving on the basis of the generated drive waveform. In view of
15 the above actual circumstances, the brushless motor driving apparatus according to the present embodiment is operative to firstly start the motor 10 at a starting frequency (an initial revolution frequency), and after the start of the motor, makes a transition from a start
20 mode to a rated operation mode under the control of the synchronous control unit 17 using a synchronous system that changes, to a rated rotation frequency, the frequency (an oscillation frequency) of the synchronizing reference signal generated by the synchronizing reference
25 signal generation unit 11.

In the process of the transition to the rated operation mode or after the transition to the rated operation mode, the back electromotive force generated in the driving coils U, V and W of the motor 10 is detected,
30 and the control is performed by the synchronous control unit 17 so as to eliminate the phase error, in which case,

while a conventional technology has detected a zero cross of the back electromotive force and has performed the control on the basis of a detection output of the detected zero cross so as to eliminate the phase error, 5 the present embodiment employs the configuration that detects the phase error by comparing the back electromotive force level itself with the back electromagnetic force level of the same phase in the last condition and performs the control on the basis of the 10 result of the comparison so as to eliminate the phase error. A specific circuit operation of the above configuration is described in the following.

Firstly, the terminal voltage detection unit 14 detects the terminal voltage values of the terminals 21, 15 22 and 23, that is, the back electromotive force levels of the driving coils U, V and W with the detection amplifiers 141, 142 and 143 provided in correspondence to the three-phase driving coils U, V and W. FIG. 2A shows each terminal voltage waveform of a U phase, FIG. 2B 20 shows each terminal voltage waveform of a V phase, FIG. 3B shows each terminal voltage waveform of a W phase, and FIG. 2D shows a timing relation of terminal voltage detecting positions (detecting points) of all the phases. FIG. 3 shows a terminal voltage waveform of a certain 25 phase (an X-phase) in a stable synchronous condition, together with voltage values at the detecting points.

In FIGS. 2A to 2D, a dotted line in a waveform of a sine wave represents a back electromotive force curve (α) yielded from a rotor motion, and a dotted line in a 30 waveform of a rectangular wave represents a terminal voltage waveform (β) in the absence of the back

electromotive force such as the case where the rotor was stopped. Also, a period (ON (+), ON (-)) that the driving control unit 12 brings in the energized condition, and a period (OFF) that the driving control unit 12
5 brings in the non-drive condition are determined by the timing signals supplied from the operation period setting unit 16.

Each voltage value detected by the detection amplifiers 141, 142 and 143 is captured to the positive-
10 side holding circuits 151, 152 and 153 or the negative-side holding circuits 154, 155 and 156 of the terminal voltage holding unit 15 and is held therein depending on the detecting points (positions) on the basis of the timing signals supplied from the operation period setting
15 unit 16. When the timing signals are outputted at the next detecting point from the operation period setting unit 16 to the selection circuits 157, 158 and 159, the selection circuits 157, 158 and 159 select, in response to the supplied timing signals, the terminal voltage
20 values held in the positive-side holding circuits 151, 152 and 153 or the negative-side holding circuits 154, 155 and 156, and supply the selected terminal voltage values to the difference circuits 171, 172 and 173 of the synchronous control circuit 17.

25 In the synchronous control unit 17, the difference circuits 171, 172 and 173 calculate the differences between the voltage values (the terminal voltage values) held in the positive-side holding circuits 151, 152 and 153 or the negative-side holding circuits 154, 155 and
30 156 and supplied from the selection circuits 157, 158 and 159 and the detected voltage values (the terminal

voltage values) directly supplied from the detection amplifiers 141, 142 and 143. Specifically, in the difference circuits 171, 172 and 173, the difference between the terminal voltage value at the last detecting point and the terminal voltage value at the present
5 detecting point is supposed to be calculated.

The comparators 175, 176 and 177 compare the reference voltage value set by the reference voltage source 174 for a determination of the rated speed with
10 each difference voltage value of the difference circuits 171, 172 and 173, and supply, to the control circuit 178, the reference voltage value as it is when the comparison results in 0, that is, in the absence of the error, or the voltage value obtained by adding or subtracting the
15 error factor to or from the reference voltage value in the presence of the error.

The control circuit 178 controls such that the synchronous operation is conditioned to be stable before the rotor of the motor 10 causes step out from the
20 synchronous operation, by correcting the synchronizing reference voltage value of the reference voltage source 111 based on the result of each comparison by the comparators 175, 176 and 177 to change, to the appropriate frequency, the synchronizing reference signal
25 specified as the basic operating time unit in the case of the synchronous driving, and also corrects, when the speed difference of the operation speed of the rotor from the arbitrarily determined rated synchronous speed is caused, the reference voltage value (the difference
30 reference value) of the reference voltage source 174 depending on the speed difference. When the occurrence

of the abnormal condition such as the step out was detected, the abnormal detection signal is further outputted to the protection apparatus 31 and the alarm apparatus 32.

5 As described the above, in consideration of the fact that the motor such as the fan motor and the vibrating motor with the relatively small load variations allows for the operation in the correct phase relation without adjusting the phase relation, the brushless motor
10 driving apparatus of sensorless system according to the present embodiment employs the synchronous system that, after starting the motor on the basis of the initial starting frequency, changes the frequency of the synchronizing reference signal generated by the
15 synchronizing reference signal generation unit 11 from the initial starting frequency toward the rated frequency to drive the motor on the basis of the changed frequency.

Then, in carrying out the above synchronous system, when detecting the back electromotive force generated in
20 the driving coils U, V and W of the brushless motor 10, the zero-cross detection of the back electromotive force is not performed, but the phase error is detected by comparing the back electromotive force level itself with the back electromotive force level of the same phase in
25 the last condition (the last detecting point), and the frequency of the synchronizing reference signal specified as the reference operating time unit is changed to the appropriate frequency on the basis of the result of the comparison, that is, the frequency of the synchronizing
30 reference signal is controlled so as to eliminate the phase error, thereby ensuring that the synchronous

operation is conditioned to be stable before the rotor of the motor 10 causes the step out from the synchronous operation, so that the following operational effects are obtained.

5 Referring to the operational effects by contrast with the conventional technology that performs the zero-cross detection of the back electromotive force, first of all, the offset correction circuit of the detection amplifiers 141, 142 and 143 for detecting the back
10 electromotive force becomes unnecessary. When performing the zero-cross detection of the back electromotive force, the presence of an offset in the detection amplifiers causes out-of-timing of the zero-cross detection, leading to a failure of an accurate zero-cross detection, so that
15 the offset correction circuit for correcting the offset of the detection amplifiers is supposed to be indispensable. On the contrary, when comparing the present detected voltage value with the last detected voltage value on the same phase, even in the presence of
20 the offset in the detection amplifiers 141, 142 and 143, the detected voltage values are allowed to always bear the same offset component, which is then supposed to be canceled at the time of a difference detection, so that the back electromotive force value may be detected
25 accurately without providing the offset correction circuit.

 Secondly, the noise removal circuit for the external noise also becomes unnecessary. When performing the zero-cross detection of the back electromotive force,
30 there is the need for a period that the back electromotive force be sensed continuously until the

detected voltage value of the back electromotive force crosses the neutral voltage, so that a weakness to the external noise is presented, in which case, the noise removal circuit for the external noise is supposed to be
5 also indispensable. On the contrary, when detecting the back electromotive force level itself, an arbitrary short period is enough to satisfy the detection of the back electromotive force value, so that strength against the external noise is acceptable, resulting in no need for
10 the noise removal circuit for the external noise. Even if the noise removal circuit is applied, for instance, a circuit having an extremely simple circuit configuration is only needed.

Further, the driving phase correction circuit also
15 becomes unnecessary. When performing the zero-cross detection of the back electromotive force, the most efficient driving point is assumed to be a position determined by a delay of an electrical angle 30° phase from a rotation angle after the zero-cross detection, so
20 that the driving phase correction circuit is required for creating the delay of the 30° phase. On the contrary, when employing the synchronous system that detects the back electromotive force level itself, the drive control is performed with a loose level change depending on the
25 terminal voltage value, in which case the synchronous operation condition is already recognized, so that it is not necessary to delay the phase by 30° , resulting in no need for the driving phase correction circuit.

As described the above, according to the brushless
30 motor driving apparatus according to the present embodiment, some function circuits having been required

for the brushless motor driving apparatus according to the related art that performs the zero-cross detection of the back electromotive force, that is, the function circuits such as the offset correction circuit, the
5 external noise removal circuit and the driving phase correction circuit become unnecessary, so that the brushless motor driving apparatus may be implemented with the relatively simple circuit configuration. As a result, a low power consumption, a downsizing and a cost
10 reduction of the present driving apparatus can be achieved.

Further, the brushless motor driving apparatus according to the present embodiment is more tolerant to a motor coil connection method and the number of driving
15 phases as compared with the conventional apparatus. Specifically, the synchronous control is performed without capturing the neutral point of the brushless motor 10, that is, the potential of a common connection point (O point in FIG. 1) of the driving coil of each
20 phase, so that an application to a delta connection fit for the purpose of providing a high torque type, for instance, is also possible. Further, an application to a multiple-phase brushless motor other than the three-phase brushless motor is possible without being limited to the
25 three-phase brushless motor. Furthermore, an application to a sensorless driving of a single-phase brushless motor is also possible in such a manner as to provide positively a driving/breaking period.

Furthermore, the synchronous control is performed
30 without capturing the neutral voltage of the brushless motor 10, so that the connection adapted to a capturing

of the neutral voltage may be eliminated. Accordingly, in the case of the three-phase motor, for instance, the number of connections to connect between the present driving apparatus and the brushless motor 10 may be
5 reduced from the conventionally required four connections to three connections, and the number of terminal pins may be also reduced by one when the IC implementation of the present driving apparatus is attained. As a result, the degree of freedom of the circuit (IC) arrangement is
10 increased, so that it is allowable to implement a driving apparatus suitable for integrating a driving IC into the motor apparatus.

Furthermore, the synchronous control circuit 17 operates to create a sensitivity difference depending on
15 the rotational speed of the brushless motor 10 by controlling the difference reference voltage value depending on the speed difference of the operation speed of the rotor from the rated synchronous speed. Specifically, the step out is hardly caused when the
20 rotational speed is low, and, conversely, the higher rotational speed causes the step out easily, so that the setting of the difference reference value so as to bring about the higher sensitivity in the high rotational speed region leads to the more increased accuracy of the
25 synchronous operation control.

[Second embodiment]

FIG. 4 is a block diagram showing an instance of a configuration of a brushless motor driving apparatus according to a second embodiment of the present invention.
30 In FIG. 4, portions similar to those shown in FIG. 1 are denoted by the same reference numerals. In the second

embodiment, the three-phase DC brushless motor 10 having the rotor provided with the magnet and the stator provided with the three-phase driving coils U, V and W is also applied to the object of driving.

5 While the brushless motor driving apparatus according to the first embodiment employs the configuration that controls, on the basis of the result of the comparison between the back electromotive force values of the same phase, the frequency of the
10 synchronizing reference signal specified as the reference operating time unit, the brushless motor driving apparatus according to the second embodiment employs a configuration that, assuming that the voltage value of the power-supply voltage V_{cc} supplied from a power-supply
15 voltage supply circuit 18 to the drive output unit 13 is variable, controls the voltage value of the power-supply voltage V_{cc} based on the result of the comparison between the back electromotive force values of the same phase.

As described the above, even in the case of an
20 employment of the configuration that controls the voltage value of the power-supply voltage V_{cc} of the drive output unit 13 on the basis of the result of the comparison between the back electromotive force values of the same phase, the synchronous operation may be also conditioned
25 to be stable before the rotor of the motor 10 causes the step out from the synchronous operation, like the case of the first embodiment. The configuration in the case of the second embodiment is not of the system that performs the zero-cross detection of the back electromotive force,
30 but of the synchronous system that detects the phase error by comparing the back electromotive force level

itself with the back electromotive force level of the same phase in the last condition (the last detecting point), and performs the control on the basis of the result of the comparison, so that the same operational
5 effects as those in the first embodiment are supposed to be obtained.

It is noted that, while each of the above embodiments has been described by supposing the configuration that obtains the results of the comparison
10 between the back electromotive force values on all the phases in the three-phase DC brushless motor, for instance, to perform the control on the basis of the results of the comparison, it is not always necessary to obtain the results of the comparison between the back
15 electromotive force values on all the phases, and it is also allowable to employ a configuration that obtains a result of a comparison between the back electromotive force values on at least one phase to perform the control on the basis of the result of the comparison, in which
20 case, the approximately same operational effects as those in each of the above embodiments may be obtained.

The brushless motor driving apparatus of sensorless system according to each of the above embodiments is supposed to be suitably available as a motor driving
25 apparatus for, in particular, the brushless motor with the relatively small load variations, such as a fan motor for driving a cooling fan integrated into various electronic apparatuses such as a personal computer, for instance, and a vibrating motor mounted, as a vibration
30 source of a vibrator that alerts the user to the reception, in the mobile terminal such as the mobile

phone. However, the motor as the object of driving is not limited to the fan motor and the vibrating motor, and an application to the whole brushless motors with the relatively small load variations is also possible.

5 FIG. 5 is a block diagram showing an instance of a configuration of a RF front-end unit in a mobile terminal such as a mobile phone, for instance, mounted with the brushless motor driving apparatus of sensorless system according to each of the above embodiments.

10 In FIG. 5, a wave received through an antenna 41 is supplied, through a band pass filter 42 used in common for transmission and reception, to a mixer 44 after a prescribed signal processing by a high frequency signal processing circuit 43. In the mixer 44, a mixing with a
15 local oscillation frequency supplied from a local oscillator 45 is performed for a conversion into an intermediate frequency (IF), which is digitized by an A/D converter 47 after a signal processing such as an orthogonal demodulation by an intermediate frequency/gain
20 control circuit 46, and is then supplied to a base band IC 48.

 On the other hand, at a transmission side, a digital IF signal supplied from the base band IC 48 of a previous step is converted by a D/A converter 49 into an
25 analog signal, which is supplied to a mixer 51 after a signal processing such as an orthogonal modulation by an intermediate frequency/gain control circuit 50. In the mixer 51, a mixing with a local oscillation frequency supplied from a local oscillator 52 is performed for a
30 conversion into an RF signal. Then, the RF signal is supplied to the antenna 41 through the band pass filter

42 after a prescribed signal processing by a high frequency signal processing circuit 53, and is transmitted as a radio wave through the antenna 41.

Incidentally, the mobile terminal such as the mobile phone is generally mounted with a vibrator function that alerts the user to the reception by vibrations from a standpoint of manners, in addition to a function that alerts the user to the reception by sounding. Then, the vibrating motor is applied as a vibration source of the vibrator. The mobile phone of the above configuration according to the present application embodiment is also mounted with a vibrating motor 54 that transmits the vibrations to a casing. For the vibrating motor 54, the use of the brushless motor of sensorless system supposed to be advantageous to the cost reduction and the downsizing because of no need for the position detection sensor is effective in achieving a cost reduction and a downsizing of the mobile phone.

Referring back to FIG. 5, a reception detection signal is supplied from the base band IC 48 to a controller 55 at the time of the reception. When receiving the reception detection signal from the base band IC 48, the controller 55 normally outputs a drive instruction to a ringtone driving circuit (not shown) to alert the user to the reception by sounding, whereas it outputs, when a manner mode is in an operative condition, the drive instruction to a motor driving apparatus 56 to alert the user to the reception by the vibrations. The motor driving apparatus 56 drives the vibrating motor 54 in response to the drive instruction from the controller 55. The brushless motor driving apparatus according to

the first or the second embodiment described the above is available as the motor driving apparatus 56.

In this manner, the use of the brushless motor driving apparatus according to the first or the second
5 embodiment described the above as the driving apparatus 56 for the vibrating motor 54 that transmits the vibrations to the casing enables the above brushless motor driving apparatus to drive stably the vibrating motor 54 with the extremely simple circuit configuration,
10 leading to a minimum designing of a circuit scale of the motor driving apparatus 56, so that the above motor driving apparatus is supposed to be suitable for the application to the mobile terminal such as the mobile phone having a tendency to a more downsizing.

15 In particular, no need to capture the neutral voltage from the vibrating motor 54 brings about extremely large supplementary effects such as not only a simplification of the circuit configuration, but also a reduction in the number of connections to connect between
20 the vibrating motor 54 and the motor driving apparatus 56, a simplification of an interconnection work with the reduction of the number of connections, a cost reduction of the motor itself resulting from no need for the neutral voltage capturing at the vibrating motor 54-side
25 and etc. As a result, the brushless motor driving apparatus of the present invention largely contributes to downsizing and cost reduction of the mobile phone itself.

Incidentally, while the present application embodiment has been described by taking the case of the
30 application to the mobile phone, the present invention is not limited to the above application embodiment, and may

be applied to the whole mobile terminals each having the vibrator function with the vibrating motor as the vibration source.

5 Industrial Applicability

As has been described in the foregoing, according to the present invention, when detecting the back electromotive force generated in the driving coils, the zero-cross detection of the back electromotive force is not performed, but the phase error is detected by comparing the back electromotive force level itself with the back electromotive force level of the same phase in the last condition, and the frequency control of the synchronizing reference signal is performed on the basis of the result of the comparison to ensure that the synchronous operation is conditioned to be stable before the rotor of the motor causes the step out from the synchronous operation, whereby some function circuits required for the zero-cross detection of the back electromotive force become unnecessary, so that the brushless motor driving apparatus may be implemented with the relatively simple circuit configuration, resulting in an achievement of the low power consumption, the downsizing and the cost reduction of the present driving apparatus.